

89 c1500 manual transmission



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Book Descriptions:

89 c1500 manual transmission

Through the 1950s, all makers were working on their own automatic transmission, with four more developed inside GM alone. All of GMs early automatic transmissions were replaced by variants of the TurboHydramatic by the 1970s. Manually shifted on Column. The basic rearwheel drive TurboHydramatic spawned two frontwheel drive variants, the transverse TurboHydramatic 125, and the longitudinal TurboHydramatic 425. A third variant was the lightduty rear wheel drive TurboHydramatic 180 used in many European models. Also manufactured and used by Holden as the Trimatic transmission. Ford led the design of the 10speed transmission, as well as filing the design patents for said transmission. According to an official report by the SAE Society of Automotive Engineers the design of the 10speed gearbox is essentially all Ford, while GM was responsible for designing the 9speed 9T transverse automatic gearbox. As part of their jointventure, Ford will let GM use the 10speed transmission with rights to modify and manufacture it for their own applications. Retrieved 20190716. Retrieved 20190716. By using this site, you agree to the Terms of Use and Privacy Policy. The NV4500 appeared on 1992 fullsize trucks only. Locating the manufacturers tag, if present, is the easiest form of identification for all models, with visual methods reserved for general identification. Positive identification of these transmissions is accomplished through internal methods, especially when differentiating the HM290, 5LM60 and NV3500 models. Since the differences between these three are internal, removing the transmission is necessary. Step 1 Look for the manufacturers tag, usually attached to a bolt on the transmission extension housing. This tag identifies the manufacturer and the model transmission. According to Motivegears Domestic Truck Transmission Identification Guide, Borg Warner T5 transmissions are all aluminum, five speed, toploading transmissions with the bell housing not integral to the unit. <http://yaeram.com/userData/board/campbell-hausfeld-pw-1750-manual.xml>

- **1989 c1500 manual transmission, 1989 chevy c1500 manual transmission, 89 c1500 manual transmission, 89 c1500 manual transmission problems, 89 c1500 manual transmission parts, 89 c1500 manual transmission diagram, 89 c1500 manual transmission fluid.**

The NV4500 is a toploading, cast iron, heavy duty transmission with an aluminum shift cover. Weighing around 200 pounds, the NV4500 may have a warning label located on the case designating the use of Castrol Syntorque fluid only. Toploading transmissions have an access plate bolted to the top of the unit. Since these differences are internal, including gear ratio and bearing specifics, the transmission has to be torn down for proper identification. Each of these models were manufactured by a different company and each employed its own design changes. Refer to a listing, such as the one found on Drivetrain.com, for proper identification specifics. References Drivetrain.com General Motors Manual Transmission Reference Drivetrain.com Getrag HM290 Manual Transmission Overhaul Kit British V8 Identification Guide to BorgWarner T5 Transmissions Drivetrain.com Getrag 290 Parts Illustration Manual Transmission About the Author This article was written by the It Still Works team, copy edited and fact checked through a multipoint auditing system, in efforts to ensure our readers only receive the best information. To submit your questions or ideas, or to simply learn more about It Still Works, contact us. How to Identify a BorgWarner T10. How to Locate a TREMEC Part Number How to Identify Ford Automatic. How to Identify a NV3500 Transmission How to Identify a TurboHydromatic. How to Identify a 350 Transmission How do I Identify an Automatic. Learn more. Please note that Checkout Prices will be in US Dollars. Multiple truck freight parts on an order may increase the shipping amount. Multiple truck freight parts on an order may increase

the shipping amount. Multiple truck freight parts on an order may increase the shipping amount. Multiple truck freight parts on an order may increase the shipping amount. Multiple truck freight parts on an order may increase the shipping amount. View Details. The vortec had a Please refer to CarGurus Terms of Use. <http://arkaimavto.ru/store/file/campbell-hausfeld-manual.xml>

Content will be removed if CarGurus becomes aware that it violates our policies. Please set a password for your account. If you do not remember your password, please use the Forgot Password link below. Manufacturer names and logos in the RockAuto catalog are trademarks of their respective companies and are used only to identify their products. All rights reserved. If you're searching for a truck that allows you to grind the gears yourself, you might be disappointed to learn that the 2019 Silverado does not offer a manual transmission option. However, there are plenty of other features that make this truck an excitement to drive. If you're dead set on driving stick, let our team of Chevrolet professionals help you explore your options. There are still Chevy vehicles made with a manual transmission, and our team of experts can show you the models you'll be most interested in. Feel free to stop by our showroom at 4709 Bragg Boulevard in Fayetteville, call us at 9107284618, or contact us below to learn more about the Chevy lineup and schedule your test drive. If you're looking for a manual transmission in your next new Chevrolet, you'll have to spring for a compact car or a sports car. Maybe this is the perfect excuse to finally treat yourself to the performance vehicle you've been dreaming of. The 2019 Spark, Sonic, Camaro, and Corvette are all offered with manual transmissions, giving drivers a fun way to stay connected to their drive. 2019 Chevrolet Silverado Powertrain Options The 2019 Silverado is not offered with a manual transmission, but it does have a wide variety of powertrain options to suit different buyers' needs. The exciting 6.2liter V8 with Dynamic Fuel Management is mated to a 10speed automatic and offers a charttopping 420 horsepower and 460 poundfeet of torque. Why Should I Drive a 2019 Silverado. While it doesn't come with a manual transmission option, the 2019 Silverado offers plenty of performance features to keep you happy.

Enjoy ultimate performance on a variety of terrain with the Drive Mode Selector, and get the best trailering technology with the invehicle trailering system, rear trailer camera, hitch guidance, and more. Find Your Silverado Today If you're ready to upgrade your drive, come see the team of Chevrolet professionals at Powers Swain today. We're prepared to show you everything there is to love about the 2019 Silverado lineup, and we can't wait to help you get behind the wheel. Still set on driving stick. Come check out the Chevy vehicles equipped with a manual transmission and take one out for a test drive today. Call us at 9107284618 or contact us below to get started. No modifications are required to the tunnel for 5 or 6speed. Using the stock cross member and moving it down the frame also helps with LS engine swaps as well. To make it even easier, this kit can use the stock clutch master kit and pedal with adapter line to use our Hydramax Hydraulic clutch sleeve. A Wilwood bolt in master cylinder upgrade is also available. The kit also includes electronic speedometer solution, VSS setup for EFI, pilot bearing, Weatherseal reverse light wiring, complete seamless DOM driveshaft, shift knob, hardware and instructions. If you are starting with an automatic or an empty chassis American Powertrain can provide all the parts you need for a diff to block installation. All transmissions are available with their Xtreme upgrade to handle up to 1100ftlbs. Call us at 9316464836. We can build you a custom quote. Or go to our Request a Quote form and send it in we can email you a quote. Will this handle heavy livestock trailer loads. Notify me of new posts by email. All Rights Reserved. If you bleed the system depending on gravity to bleed it for you, it just won't bleed properly. Pressurebleeding it from the bottomup is sometimes required.

<https://formations.fondationmironroyer.com/en/node/8237>

Ive had training from BMW, which is my longterm favorite marque, and have worked at Ford and Volkswagen dealerships, as well as owned my own independent shop. I founded and created

Autocare101.com, a consumer portal for all maintenance and repair issues after buying the vehicle. I specialize in diagnostics and driveability problem solving and love using my knowledge to detect and solve issues on all makes and models. Call us 855 3472779 Get a quote My car has a manual transmission. Pressure bleeding it from the bottom up is sometimes required. I would recommend having the clutch hydraulics flushed by a mobile, professional mechanic, such as one from YourMechanic, who will come to your location, and repair this problem, getting you back on the road. Yes No Thank you for your feedback. Sorry about that. Why wasn't this information helpful. Submit Thank David Recommended Services Clutch Fluid Replacement See More Please see our Unplug the fuel pump relay for 10 sec it starts right up. Got new relay started 4 2 wks. Want to test wires before taking out transmission Double check the fluid level to be sure it is at the proper level. Also, double check the hydraulic pressure from the transmission's input pump to be. Your parts replacements thus far are the logical ones, and the ready mounts assuming they had. I suggest checking the pressure of the fuel system. A bad fuel pump or clogged fuel filter will cause the symptoms you described. Often it's important that you be able to get around town quickly, running a ton of errands, picking things up here, dropping them off there. The key word here is, of course "may." If you're in the habit of buying. If gears grind or the clutch won't, the clutch pedal may be at fault. It is now widely considered to be the best rendition of the finest overdrive automatic transmission ever produced. History It was released in 1996 behind the 4.3L V6 engine.

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It was released more broadly against the V8 engines in 1997 and was phased into full implementation at GM by 1998 in both RWD car platforms and trucks in both 2wd and 4wd configurations. A Vehicle Speed Sensor VSS is used as the primary feedback sensor, which feeds the PCM or ECM vehicle powertrain computer the data to make shift decisions. The engineering of this system is not regarded as a complication, but an elegant simplification and further improvement to this transmission. GVW, Electronically controlled, although the transmission sees factory service in trucks up to 8600 lbs. Now a darling of the transmission building aftermarket, the 4L60E is capable of transmitting impressive power from both truck and performance car applications. Identification The transmission has a square oil pan. The previous versions featured a four bolt square bolt pattern at the adapter or tailhousing. Additionally, the removable bellhousing is also another distinguishing feature. Deep pan versions require as much as 14 quarts. Length and volume of the cooling circuit will vary and will require an additional amount. New Versions Rising However, these versions have strengthened and improved components for the significant power outputs of GM's impressive line of Gen. The 4L65E was introduced in 2001 as an HD version of the 4L60E. It has a stronger planetary and a strength improved output shaft. This sensor is located in the front pump assembly. It was fully implemented in all versions by 2008. Individuals swapping these parts through and across years should be aware of the compatibility issues that this may present. Transfer Case Adaptability Both 2wd and 4wd versions of the 4L60E can be used equally well, and there are no inherent advantages to either one once you have installed our adapter assembly. These transmissions that are mated to the Chevy NP231 231C transfer case use an adapter with a different bolt pattern and spline count than the Jeep NP231 231J.

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Engine Compatibility and Adaptability Carbureted engines will require a Throttle Position Sensor. Individuals converting to earlier engines or engines not controlled by a GM PCM should consider the TH700R4 as the simpler and cost conscious alternative. These listed below were predominately for the North American market. If interested, we welcome you to contact us. Summary GM has scored another hit with this intelligent setup, that puts the engine and transmission under the same management. It is hands down one of the most respectable transmissions of our era, and a very compelling Jeep conversion transmission. The 4L60E is a very attractive swap option for all Jeeps,

with the exception of the CJ5 and other short wheelbased Jeeps due to powertrain length and driveshaft angle issues. Adaptability to nearly all other Jeeps is exceptional. Doublecheck your gear ratios. Here's a good start. We're sorry if you love a particular transmission not shown on this list. Great torque. I was shifting into 3rd around town. I then swapped a 454 in and I run an M20 and it is much better all around. Great low but not so great highway speed. 3500 T 65 mph or so. Gear Venders is in the future Base tranny for GM early 70's would be the Saginaw. Saginaw 3speed It is a rare application, though. I think I've ever only seen one truck that was equipped as such. Learn how your comment data is processed. All Rights Reserved. We carry a wideranging catalog of used Chevrolet transmissions for all applications including gas and diesel engines. Buy your used Chevrolet transmissions from us and save time and money. Our used engines and transmissions are covered under a 1year warranty from the date of purchase, included for free! You will be surprised at the prices we quote, as we have a very large network of salvage yards in US. Parts like Manual Transmission are shipped directly from authorized GM dealers and backed by the manufacturers warranty. Parts fit for the following vehicle options.

Engine 6 Cyl 4.3L, 8 Cyl 5.0L, 8 Cyl 5.7L, 8 Cyl 6.2L Diesel, 8 Cyl 7.4L. Model Code C1500 EXTENDED CAB LONG BOX, C1500 EXTENDED CAB STANDARD BOX, C1500 REGULAR CAB LONG BOX, C1500 REGULAR CAB STANDARD BOX. Doublecheck your spelling or try a new search. Manual transmissions use a variety of oils regular motor oil, heavyweight hypoid gear oil or even automatic transmission fluid in some cases. Your owners manual will tell you what your transmission calls for. Letting your car run low on transmission fluid can cause the transmission to shift improperly or even not at all. It also can harm the internal parts of your transmission, which will not be properly lubricated. Unfortunately, you may not hear any noises or have other clues that your transmission is low on fluid, until its too late. Checking the transmission fluid level requires working under the hood of your car with the engine running. This can be very dangerous if you aren't careful. You should therefore contact your garage mechanic in order to have it checked. They will have equipment for checking oil levels and topping it up if necessary. If, however, you still wish to carry out this operation yourself, here is our advice Refer to your service manual to find out what transmission fluid your gearbox requires and how frequently it should be changed. The manual will also tell you where the filling cap is located. This is where the transmission is located on most cars with rearwheel drive. On cars with frontwheel drive, the transmission dipstick is usually located in the front of the engine, connected to the transaxle. Disengage the clutch and apply the handbrake. If your car has been used for more than 30 minutes, allow the engine to rest for a few minutes so that the transmission fluid can cool down. This is important for your safety, as well as ensuring that the results are not biased.

Given that there is no gauge, you may use a metal stem or screwdriver in order to probe the oil level and find out how high it is in the sump. If this happens, then it is at the right level. Quickly replace the cap. However, we recommend that you get a professional to carry this out. Remember to screw the filling cap back on in accordance with the instructions in the user manual. I replace my tranny and as doing so I dont know were the black rubber hoses connect to I do know that one goes to the transfer case and the other one goes to the transmission but dont know were the other ends go to If this brings no joy then you may need to seek professional help Its the silver line next to the trans dipstick tube It will come up and connect to a hose that will run to the base of the carburetor. The transmission will work without this line, but the shifts will be hard as if the throttle was all the way to the floor. You may order presentation ready copies to distribute to your colleagues, customers, or clients, by visiting If your transmission fluid is leaking, it can cause damage to your engine. Manual transmissions consist of internal gears, bearings, and synchronizers that are allow the driver to shift gears. Many manual transmissions are lubricated with a heavy petroleumbased oil. When this oil breaks down, its lubricating properties break down, which can make it harder for the driver to get the transmission into gear. Place the wheel chocks around the rear tires. Using the hydraulic floor

jack, lift the front of the vehicle one side at a time at the manufacturer's suggested jacking points. Lift it just high enough for you to gain clearance underneath. Place the jack stands under the manufacturer's lifting points and lower the vehicle onto the jack stands. Most of the time, the filler plug is a large bolt located about halfway up the side of the transmission. Using the ratchet and the socket that fits snug on the filler plug, remove the filler plug.

Check the fluid level per the manufacturer's specifications from a repair manual. If you don't, then the fluid is low. If there is fluid at that level, then no additional fluid is needed. Using the fluid pump, add fluid into the transmission through the filler plug. Reinstall the filler plug and tighten it to manufacturer's specifications. Using the floor jack, lift the vehicle one side at a time and remove the jack stand. Then lower the vehicle to the ground. However, if you are not familiar with the type of system your vehicle has or if you are not comfortable replacing the transmission fluid yourself, then you should consult the assistance of a certified mechanic, like one from YourMechanic. If you're in doubt about how frequently to check your transmission fluid, you can look up your car to find out more about when your car needs to be serviced. Get service at your home or office 7 days a week with fair and transparent pricing. Check your inbox to get started. Please consider whitelisting Autoblog. But ads are also how we keep the garage doors open and the lights on here at Autoblog and keep our stories free for you and for everyone. And free is good, right. If you'd be so kind as to whitelist our site, we promise to keep bringing you great content. Thanks for that. And thanks for reading Autoblog. A drop down menu will appear. The exact text will differ depending on the actual application you have running. It only takes a few seconds. Please follow the instructions below to enable JavaScript in your browser. Then, click the New Topic button. People get scammed every day although, thankfully not here. Be aware of who you are dealing with and the product you're potentially buying. A little common sense goes a long way. SilveradoSierra.com and its staff members accept no liability to transactions through our sites. Topics and posts in this forum MUST pertain to ChevySilverado and GMC Sierra wants and desires.

I will hold off on doing any work as long as the Throw out bearing stays together. Hopefully it will last awhile yet but who knows. Thanks in advance for any help here, Randy Tell us what you're looking to buy. As always, the theme here is anything for a Chevrolet Silverado or GMC Sierra. I bought it about 5 months ago. Last night at 24F it drove just fine for a bit over a mile, then I left it running in neutral for a couple minutes while I dropped a friend off. It reversed to turn around without problem, but when I put it in 1st to head up a slight hill out of the parking lot it popped out of gear and stalled. Two or three tries produced the same results. I could find and feel the paths for shifting through all of the gears, but it wouldn't fully engage in any and when I place it into 1st gear I can freely move the stickshift just as if I was in neutral. I was able to pull into a parking space and plug the car in for the night tank heater, cab heater, oil pan heaters, etc, then I took a taxi home. There were no distinct noises, no clunks or sense of anything falling off the vehicle, but there was a lovely burnt smell. Any thoughts on what may be wrong Especially if you place in gear and it moves around as if it were in neutral. If you can, get under the truck and look at, it is most probably the rubber bushings that have failed. Something went wrong. View cart for details. User Agreement, Privacy, Cookies and AdChoice Norton Secured powered by Verisign. Originally released as a five speed unit, a second overdrive gear was added to the Allison 1000 for the 2006 model year, and the six speed gearbox continues to grow with the 6.6L Duramax diesel. The combination is popular enough that it is much less typical to see manual transmissions in GMC and Chevrolet HD pickups than those of competing brands. The transmission is a bit of an oddity in that it is a four speed, overdrive transmission.

Do to its wide ratio spread and relatively tall first gear ratio, it's not often sought after in 6.2L diesel applications. The 1992 to 1994 model year edition features a lower first gear ratio and favorably higher overdrive ratio. The NV4500 did not find its way into the Duramax platform, GM choosing

instead to offer a ZF 6 speed manual transmission. The center of this conversion is our engine mounts and crossmember kit. This mount kit includes new frame brackets that bolt into existing holes in the frame. Unlike most LS swap parts on the market everything here was made to work together, so you'll have clean mounting of your engine and not a mix of unrelated parts. Our engine mounts position the engine so there is no steering interference, and our crossmember maintains the proper driveline angle. There are many options to complete this conversion including, oil pans, headers, fuel system, cooling, front accessories, and wiring. Simply scroll down through the following part groups to see all that we offer for an easy, strong, and clean installation of your LS engine. See our installation guide for more info on this LS swap. Everything was developed on a real project truck for the best possible fit. Includes motor mounts, frame brackets, transmission crossmember, transmission mount, and hardware. Made from American made steel and laser cut, precision bent, powder coated and feature polyurethane bushings with a lifetime free replacement warranty. If using a late model transmission you will have to relocate your crossmember and trim for fitment. Includes motor mounts, frame brackets, and hardware. Click here for more info. It comes standard or machined for the oil bypass valve to use with displacement on demand or variable valve timing. Includes new full length windage tray, pickup tube, hardware, gasket, dipstick, and our pickup tube girdle. We also offer our High Clearance oil pan that is great for people looking for additional ground clearance.

The bolt hole on the other side is not used. Our Girdle is cnc machined aluminum and goes over the original mating flange, wraps around the tube, and fastens using both bolt holes. Use with a little Loctight and it's cheap insurance against an engine meltdown. It comes with two longer bolts for install. The midlength headers use a gasketless ball and socket type collector for a leak free install. The long tubes feature a slipfit collector that when used in conjunction with band clamps offer great ground clearance. We offer several sizes so you can match them to your horsepower level. Our stepped headers offer great high rpm performance while retaining good low and midrange power. These headers do not work with 4wd. Includes gaskets, bolts, reducers, and O2 sensor bungs. Standard ceramic finish is polished silver, contact us for bare steel and black ceramic coated pricing. You can use the original LS truck manifolds along with our engine mount kit and oil pan kits. The 304 Stainless steel ensures maintenance free longevity. They feature a slipfit collector that when used with stainless steel band clamps offer the best ground clearance in the industry. The collector merge spike increases power and they include gaskets, bolts, and O2 sensor bungs. It reduces low pressure turbulence increasing the scavenging effect of the cylinders thus increasing flow and power output. Click here for more info. The kit includes a Walbro 255 lph intank fuel pump to go onto your existing sending unit and all fittings needed to then hook your sending unit to our fuel line kit. Click for more info. These are a great option for those using a truck pullout package. They feature all aluminum construction, but unlike others on the market, they have beautifully stamped tanks with strengthening indentations just like your original. They're a double pass design putting the inlet and outlet on the same side which greatly simplifies plumbing to the engine.

The all important steam port bung is welded into the upper part of the tank which lets your new LS engine vent properly. They also include a sensor port that can be used for a coolant temp fan switch. Excellent restoration type quality made in the USA. Available bare aluminum or black and with or without high performance electric fans installed. Come in 2 different core sizes. Please measure yours before ordering. For more info click here. We have partial and complete kits in several finishes, that have been tested to work with our other components and your truck. Hit the link for more info. While truck bed options are pretty straight forward, there are a lot of things that consumers don't realize affect a truck's towing capacity. A truck's engine and transmission produce the horsepower and torque, which are the biggest factors in how much weight a truck is able to tow. The Chevy Silverado 1500 is available with three engines Trailering Package Trailering Package The more a truck weighs, the less it will be able to tow. Trucks that are equipped with four wheel drive

typically have a lower towing capacity typically less than a couple hundred pounds than trucks with two-wheel drive because the extra equipment needed to transfer torque to all four wheels, or in other words, the four-wheel drive equipment, adds weight to the truck, and that weight takes away from the amount of weight a truck can tow. The same thing applies to other equipment that may be on a truck like audio systems, seating materials and interior features. Typically, higher axle ratios deliver more torque to the wheels, which increases the amount of pulling power. However, higher axle ratios also decrease a vehicle's fuel economy, so it's important to determine how much pulling power you actually need. The standard axle ratios include a 3.08, 3.23, 3.42, and the 5.3-liter V6 engine and 6.2-liter V8 engine are both available with a Max. Trailering Package that includes a 3.73 axle ratio.

Trailering Package it has a max towing capacity of 11,000 pounds 1,700 pounds more than the standard max towing capacity and when the Chevy Silverado 1500 is equipped with a 6.2L engine and the Max. Trailering Package it has a max towing capacity of 12,500 pounds 3,100 pounds more than the standard max towing capacity. Come by Miami Lakes Automall to test drive a model today. If you have any questions, we have answers. Photo Credit Chevrolet Photo credit Chevrolet. Photo credit Chevrolet. It's a two-door shortbed with a manual transmission. That's a long a successful run for any vehicle. The torque is 300 lbft at a low 2,400 rpm. In this case, the engine is backed up by a 5-speed manual transmission. However, it's now offered only with a long 8-foot bed, and a manual transmission is no longer an option. The 1995 you see here has many options. It has the optional powerful V8 engine, power mirrors, windows, and door locks. Chevy Silverado MultiFlex Might Be Coming! Ike Gauntlet Towing Test Will Tell All Video Jeep teased out yet. Jeep teased out yet. Looked through all his old files on the truck, and couldn't find the maintenance or owners manual. Thinking of doing a fluid change in the tranny. What type of fluid do I need. I'm pretty sure it would be Dexron III, but last I checked it's hard to find now. Any help is appreciated. Thank you Stephen I didn't think they used that until the 90s. Looked through all his old files on the truck, and couldn't find the maintenance or owners manual. GM parts places have the GM std transmission fluid. Looked through all his old files on the truck, and couldn't find the maintenance or owners manual. Thank you Stephen I had this question with the 5-speed manual in a 1994 S10. the fluid spec is dexron III. as you know this is no longer available so for a time only dealers had the replacement,, this is synchromesh fluid. this is now available at advanced auto. I just got some the other day. dealers also have it but toooooo pricy for me.

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